

**City of Greensboro Planning Department
Zoning Staff Report and
Plan Amendment Evaluation
February 13, 2006 Public Hearing**

The information provided in this staff report has been included for the purpose of reviewing proposed zoning changes. Since the zoning process does not require a site plan, there may be additional requirements placed on the property through the Technical Review Committee process to address subdivision and development regulations.

Item: F
Location: Near 3159 Hines Chapel Road (North of Hines Chapel Road and east of McKnight Mill Road)

Applicant: Carrolland Corporation
Owner: Carrolland Corporation

Growth Strategy Map

From: Tier Two
To: Tier One

GFLUM

From: No Designation
To: Moderate Residential

Zoning

From: County AG, RS-30 & GB
To: City CD-RS-5

- Conditions:**
- 1) Uses shall be limited to single family residential dwellings.
 - 2) There shall be a maximum of 260 single family residential dwellings on the subject property.
 - 3) There shall be one access point to the subject property on McKnight Mill Road and one access point to the subject property on Hines Chapel Road.

SITE INFORMATION	
Maximum Developable Units	347
Net Density	260
Existing Land Use	Undeveloped
Acreage	49.579
Physical Characteristics	<i>Topography:</i> Rolling <i>Vegetation:</i> Wooded / Open Fields <i>Other:</i> N/A
Overlay Districts	N/A
Historic District/Resources	N/A
Generalized Future Land Use	Moderate Residential (in part)
Other	N/A

SURROUNDING ZONING AND LAND USE		
Location	Land Use	Zoning
North	Scattered Single Family / Undeveloped	County AG & RS-30
South	Scattered Single Family	County RS-30
East	Scattered Single Family / Triad Spay-Neuter Clinic / Undeveloped	County AG & RS-30
West	Scattered Single Family / Auto Body Repair / Undeveloped	County AG & RS-30

ZONING HISTORY		
Case #	Year	Request Summary

DIFFERENCES BETWEEN County AG, RS-30 & GB (EXISTING) AND CD-RS-5 (PROPOSED) ZONING DISTRICTS
<p>AG: Primarily intended to accommodate uses of an agricultural nature including farm residences and farm tenant housing. It also accommodates scattered nonfarm residences on large tracts of land. It is not intended for major residential subdivisions.</p> <p>RS-30: Primarily intended to accommodate low density single family single family detached dwellings on large lots in areas (outside of water supply watersheds and the 60 DNL airport noise contour) without access to public water and sewer services. The overall gross density will typically be 1.3 units per acre.</p> <p>GB: Primarily intended to accommodate a wide range of retail, service, and office uses. The district is typically located along thoroughfares in areas which developed with minimal front setbacks.</p> <p>CD-RS-5: Primarily intended to accommodate high density single family detached dwellings in developments where public water and sewer is required. The overall gross density will typically be 7.0 units per acre or less. See Conditions for use limitations and other restrictions.</p>

TRANSPORTATION	
Street Classification	McKnight Mill Road – Minor Thoroughfare, Hines Chapel Road – Minor Thoroughfare.
Site Access	One public street access proposed to McKnight Mill Road and one proposed to Hines Chapel Road. The developer is proposing an access to McKnight Mill Road that would create offset intersections with both Desmond Drive and Taylorcrest Road. Neither GDOT nor NCDOT recommend creating offset intersections that will create future safety and operational issues. GDOT and NCDOT recommend that the developer acquire additional property that would allow for a public street access to align opposite of Taylorcrest Road or Desmond Drive. If this is not possible than at the plan review/driveway permit stage the McKnight Mill Road access may not be approved until such a time as a public street alignment can occur or other street accesses/extensions occur as a result of other development to north or east. A prime example of this occurrence is the Winterhall subdivision to the north on the west side of McKnight Mill Road. This subdivision proposed 320 single family units with one access to McKnight Mill Road. However, they are now currently working on providing additional access to McKnight Mill Road to the south via Chicory Lane.
Traffic Counts	McKnight Mill Road ADT = 3,800, Hines Chapel Road ADT = 1,600.
Trip Generation	24 Hour = 2,487, AM Peak Hour = 191, PM Peak Hour = 251.
Sidewalks	Sidewalks are a requirement of the Development Ordinance. 6' sidewalk with a 4' grass strip is required along both sides of thoroughfares. 5' sidewalk with a 3' grass strip is required along one side of all other street types.
Transit	No.
Traffic Impact Study	Yes, required per TIS Ordinance. Please see the Additional Information section of this staff report for the Executive Summary of the TIS report.
Street Connectivity	N/A.
Other	N/A.

ENVIRONMENTAL REVIEW	
Water Supply Watershed	No, Site drains to Buffalo Creek
Floodplains	N/A
Streams	USGS Blue line (perennial) stream runs parallel to the north property line. 50' buffer (each side of the stream) is required. Buffer is to be measured from top of bank, top of steep slope or edge of wetlands (whichever produces a greater buffer). The restrictions within the buffer are as follows: first 15' must remain undisturbed and next 35' built upon area limit of 50% no occupied structures are allowed. Other perennial streams have not been identified at this time. If perennial, appropriate buffer will be required
Other	Possibility of wetlands on site.

LANDSCAPING REQUIREMENTS	
Location	Required Planting Yard Type and Rate
<i>North</i>	N/A
<i>South</i>	N/A
<i>East</i>	N/A
<i>West</i>	N/A

CONNECTIONS 2025 COMPREHENSIVE PLAN POLICIES

Connections 2025 Written Policies:

Growth at the Fringe Goal: Provide a development framework for the fringe that guides sound, sustainable patterns of land use, limits sprawl, protects rural character, evidences sound stewardship of the environment, and provides for efficient provision of public services and facilities as the City expands. Development will increase density and mix land uses at a pedestrian scale with sidewalks, bikeways, and where possible, public transit.

POLICY 4G.1: Promote compact development.

Housing and Neighborhoods Goal: Meet the needs of present and future Greensboro citizens for a choice of decent, affordable housing in stable, livable neighborhoods that offer security, quality of life, and the necessary array of services and facilities.

POLICY 6A.2: Promote mixed-income neighborhoods.

POLICY 6C: Promote the diversification of new housing stock to meet the needs of all citizens for suitable, affordable housing.

Connections 2025 Map Policies:

The area requested for rezoning lies within the following map classifications:

Moderate Residential (6-12 d.u./acre): This category accommodates housing types ranging from small-lot, single-family detached and attached single-family dwellings such as townhomes to moderate density, low-rise apartment dwellings.

Tier One (Current Growth Area): Where infrastructure systems are in place, can be economically provided and/or will be proactively extended and where continued annexation and consolidation of the City's development pattern shall be encouraged over the next ten years.

Tier Two (Intermediate Growth Area): Where growth, annexation, and the extension of public facilities is anticipated in 10 to 20 years, and where premature, fragmented, leapfrog, or inefficient development shall be discouraged by the City and County.

COMPREHENSIVE PLAN AMENDMENT HISTORY		
Case #	Date	Request Summary
N/A		There have not been any map amendments in the immediate vicinity of this case.

APPLICANT STATED REASONS FOR REQUEST**Explain in detail why the change is needed and a justification for such a change:**

A portion of the subject property is now within Tier 1 of the growth Tiers as set forth on the Growth Strategy Map in Connections 2025. Indeed, most of the subject property is already within Tier 1 with only a small portion in Tier 2. Similarly, most of the subject property is designated Moderate Density Residential on the Generalized Future Land Use Map of Connections 2025 (GFLUM). Only a small portion is undesignated. Such property should have the same designation (Moderate Density Residential) as the remaining portion which is already so designated. City of Greensboro water and sewer is currently available to be brought to the subject property.

Explain in detail the conditions that you think may warrant a Plan Amendment (i.e. unforeseen circumstances or the emergence of new information, unanticipated changes in development pattern, rezonings, transportation improvements, economic opportunities, changes in socioeconomic conditions, etc.):

Most of the subject property is already within Tier 1 on the Growth Strategy Map. Likewise, most of the subject property is designated as Moderate Density Residential on the GFLUM. The property is located at the intersection of two frequently utilized roadways, one of which, McKnight Mill Road, is a minor thoroughfare. It is also located in the vicinity of the new Greensboro Urban Loop. City of Greensboro water and sewer is currently available to be brought to the subject property.

COMPREHENSIVE PLAN ANALYSIS**Need for the Proposed Change:**

Most of this property is within the Tier One Growth Area on the Growth Strategy Map in the Comprehensive Plan. The entire site can be developed and served by city services. This request is compatible with the Moderate Residential land use classification on the Generalized Future Land Use Map of Connections 2025.

Effect of the proposed Change on the Need for City Services and Facilities (e.g. roadway level of service, traffic counts, planned road improvements, transit, accidents statistics, and environmental constraints such as; location within a Water Supply Watershed, floodplain, streams):

There is a 30-inch City water line along McKnight Mill Road and a 12-inch water line stubs to Hines Chapel Road about 2,350 feet to the west.

There is an 8-inch sewer line ending near the southwest corner of the Manchester Subdivision.

Fire service can be provided to this property with moderate difficulty via expansion of an existing contract with the rural fire department already contracted to respond to the previous satellite annexations nearby.

The Police Department estimates moderate impact at full buildout. They also pointed out that it will be very important to their long-run ability to respond that the future street system in this property and in future developments nearby be interconnected to provide multiple outlets to McKnight Mill Road and Hines Chapel Road.

Other City services can be provided in a manner similar to their provision to the previous satellite annexations nearby.

Implications, if any, the Amendment may have for Other Parts of the Plan:

Due to the recent construction of a new lift station, staff may need to reevaluate the ability to serve this general basin area with all city services and determine if a larger tier change is needed.

Unforeseen Circumstances or the Emergence of New Information (e.g. significant economic opportunity in Tier 2 or 3):

The McKnight Mill lift station was constructed for the development of the Briarmeade subdivision which is located northeast of this request. The lift station was built to serve the basin which generally covers the area bounded by US29 to the west, HiCone Road to the north, Rankin Mill Road to the east and Hines Chapel Road to the south. However, there is a small ridgeline that makes the southeast corner of this basin difficult to serve.

COMPREHENSIVE PLAN MONITORING COMMENTS

The Monitoring Committee met on February 6, 2006, and made the following comments concerning this request:

- it appears to be a minor amendment since the McKnight Mill lift station has been constructed to serve this larger area;
- it is serviceable; and
- it seems to be a smart development based on location and density.

CONFORMITY WITH OTHER PLANS

The following aspects of relevant plans may be applicable in this case:

City Plans: N/A

Other Plans: N/A

STAFF COMMENTS

Planning: This property is about 325 feet southeast of a previous satellite annexation on Desmond Drive and about 375 feet southwest of another (Manchester Subdivision) on McKnight Mill Road.

This request is consistent with the Housing and Neighborhoods Goal as described above. Furthermore, this proposal meets Comprehensive Plan policies of promoting mixed-income neighborhoods, promoting diversification of new housing stock, and promoting compact development.

The developer may want to consider providing larger lots that would be more compatible with the existing single-family lots along the western and southern property lines.

GDOT: No additional comments.

Water Resources: Channels that carry public water require a Drainage Maintenance and Utility Easement (DMUE). The width depends on the runoff that the channels carry. Any wetland disturbance and or stream crossing disturbance must be permitted by the State and the Corps of Engineers. All the approvals must be obtained prior to any disturbance.

STAFF RECOMMENDATION

Based on all the information contained in this report, the Planning Department recommends approval of the Comprehensive Plan amendment to the Tier One Growth Area, the establishment of the Moderate Residential land use classification, and approval of the rezoning to Conditional District – RS-5 Residential Single Family primarily due to:

- Provides a diversification of new housing stock;
- Promotes mixed-income neighborhoods;
- Promotes compact development;
- It can be served with water, sewer and other city services; and

ADDITIONAL INFORMATION

I. Executive Summary

The proposed Hines Chapel Road / McKnight Mill Road development is proposed to be located in the northeast quadrant of the Hines Chapel Road / McKnight Mill Road intersection in Greensboro, North Carolina. This proposed development is planned to consist of 258 single family dwelling units.

The purpose of this report is to evaluate the proposed development in terms of projected traffic conditions, evaluate the ability of the adjacent roadways to accommodate the additional traffic volumes, and to recommend transportation improvements needed to mitigate congestion that may result from the additional site traffic. This report presents trip generation, trip distribution, traffic analyses, and recommendations for transportation improvements needed to meet anticipated traffic demands. This report examines existing conditions, 2010 no-build conditions, and 2010 build-out conditions.

According to the Preliminary Sketch Plan, the development is proposed to have one (1) full movement access point on Hines Chapel Road. The development is also proposed to have one (1) full movement access point on McKnight Mill Road immediately north of the Taylorcrest Road intersection and south of the Desmond Drive intersection. The proposed access on McKnight Mill Road is planned as a positive offset from Taylorcrest Road due to the proposed development not having frontage directly opposite Taylorcrest Drive. The distance between Desmond Drive and Taylorcrest Road is approximately 380 feet.

The proposed development is projected to generate approximately 2,487 trips per average weekday with 191 trips predicted to occur during the morning peak hour and 251 trips to occur during the afternoon peak hour.

A summary of the Highway Capacity Software Analysis analyzed using Synchro version 6.0 is shown in the following table:

Hines Chapel Road / McKnight Mill Road Development Level-of-Service Summary						
	2005 Existing		2010 No-Build		2010 Buildout	
Intersection	AM	PM	AM	PM	AM	PM
McKnight Mill Rd/ Hines Chapel Rd	# (5.1) B (11.4) WB	# (2.3) B (10.3) WB	# (5.8) C (23.0) WB	# (1.9) C (18.8) WB	# (9.2) D (34.7) WB	# (2.8) C (24.8) WB
McKnight Mill Rd/ Taylorcrest Road	# (1.1) A (9.1) EB	# (1.7) A (8.9) EB	# (1.5) B (11.8) EB	# (1.7) B (11.1) EB	# (1.5) B (12.3) EB	# (1.6) B (11.6) EB
McKnight Mill Rd/ Desmond Dr	# (0.1) A (9.1) EB	# (0.5) A (8.8) EB	# (3.4) B (11.3) EB	# (3.6) B (10.4) EB	# (3.1) B (11.6) EB	# (3.3) B (11.0) EB
McKnight Mill Rd/ Site Access #1	N/A	N/A	N/A	N/A	# (1.9) B (12.0) WB	# (1.8) B (14.0) WB
Hines Chapel Rd/ Site Access #2	N/A	N/A	N/A	N/A	# (2.6) B (11.1) SB	# (2.0) A (9.7) SB

- No letter value assigned by Synchro, only overall intersection delay

Recommended Improvements

This study shows that the proposed development will have minor effect on traffic operations in the vicinity of the development. Based on the analysis performed, on-site observations of existing traffic conditions, and the GDOT turn lane warrants, the following improvements are recommended to be evaluated with the development of the site plan:

- Considerations should be given to aligning Site Access #1 to be opposite Taylorcrest Road. This may be difficult if not impossible since the proposed development does not have frontage directly opposite Taylorcrest Road.
- Construct Site Access #1 and Site Access #2 to meet or exceed GDOT and/or NCDOT driveway standards.

Conclusions

This study shows that the proposed development will not have a significant negative impact on traffic operations along McKnight Mill Road or Hines Chapel Road. There are no unacceptable delays predicted for any of the study area intersections or minor movements. All intersections are predicted to operate at acceptable levels of service with or without the proposed development.

The traffic projected to be generated by the proposed development should not materially endanger public health, safety, or welfare.